

Working Group Meeting No. 2

Location: Cape Henlopen Senior Center

March 8, 2004

5:30 – 8:30 PM

Agenda

6:00 PM	Welcome/Announcements
6:10 PM	Immediate Improvements for Summer 2004
6:25 PM	Working Group Guidelines
6:40 PM	Draft Project Goals and Objectives
6:55 PM	Summary of Problems and Solutions Identified by the Working Group
7:10 PM	Preliminary Options
7:50 PM	Discussion
8:15 PM	Next Steps
8:30 PM	Adjourn

Meeting Dates

- April ? - Working Group Meeting #3
- May 10th - Working Group Meeting #4
- May 24th - Public Workshop #2 - Rehoboth Beach Convention Center

Immediate Improvements for Summer 2004

(Mtg 1 – Tab 9)

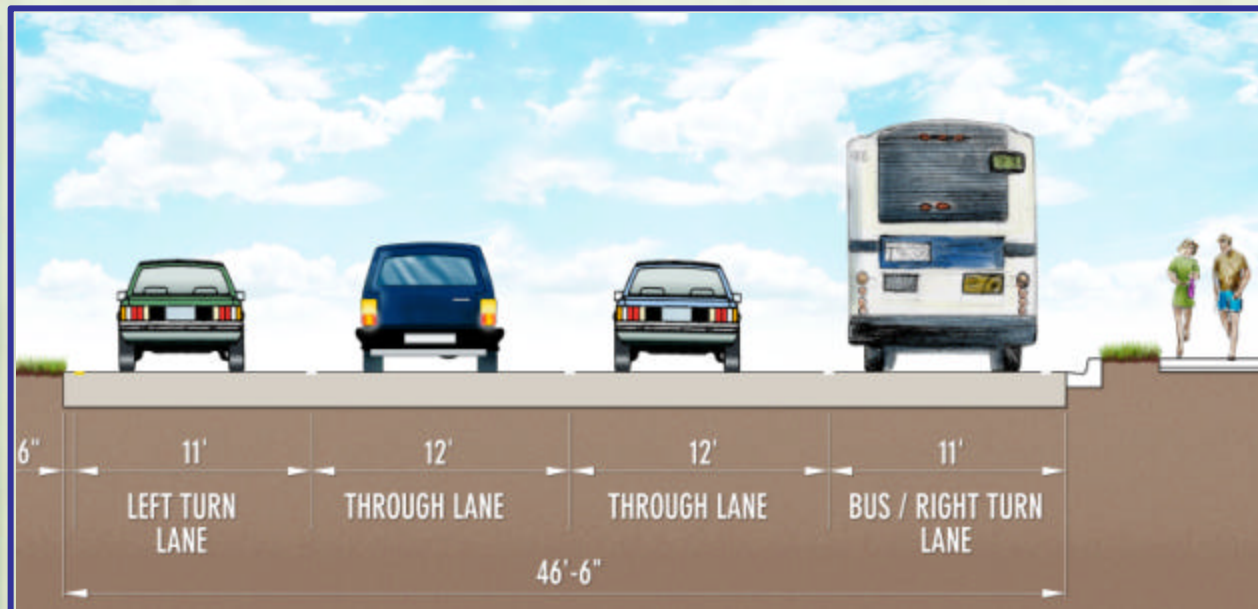
- The Route 1 Traffic Congestion Mitigation Committee was formed in compliance with House Concurrent Resolution No. 33 to improve safety and reduce traffic congestion along the Route 1 corridor in the beach area of Sussex County.
- In December 2003, the Committee completed deliberations on immediate improvement alternatives and recommended that DeIDOT proceed with implementation.
- Construction will begin on March 22nd. Completion of improvements is targeted for Memorial Day.

Immediate Improvements for Summer 2004

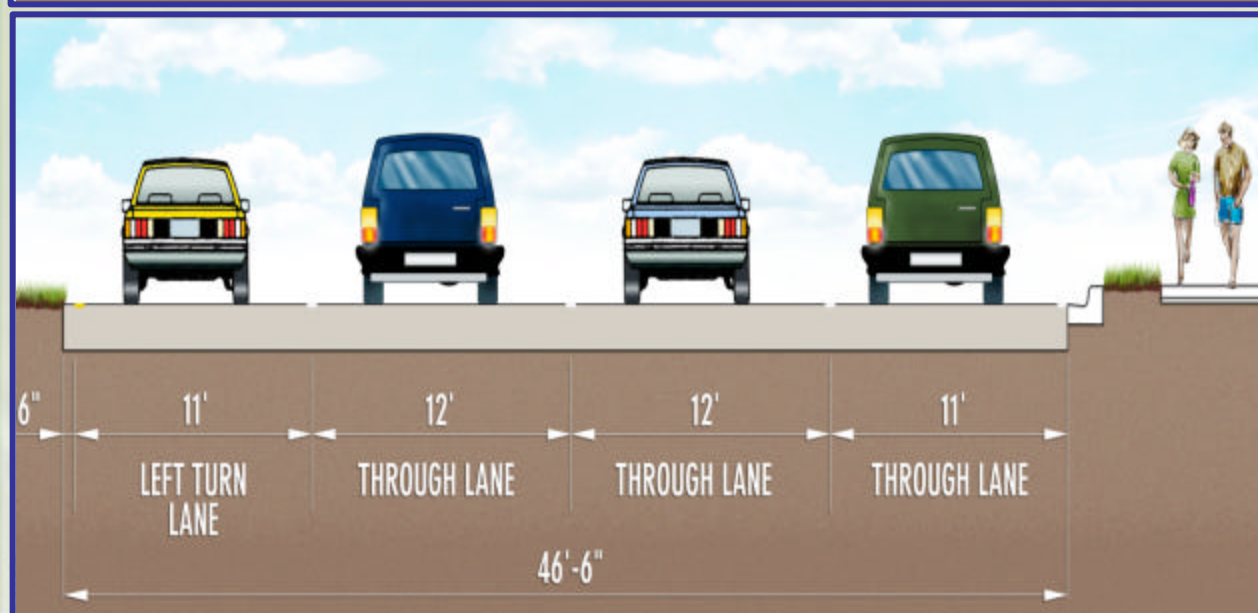
- Convert the southbound Route 1 diamond Lane to a shared through/right-turn Lane (North of Dartmouth Drive to SR 24)
 - Increases capacity along southbound Route 1 during Summer 2004.
 - Permits more efficient traffic signal timing.
 - The diamond lane will be used to maintain two continuous lanes during construction (Spring 2005) of the permanent 3rd southbound lane.

Immediate Improvements for Summer 2004

Existing Conditions
(North of Postal Lane -
Narrowest Roadway
Section)



With 3rd Southbound
Through Lane
(North of Postal Lane -
Narrowest Roadway
Section)



Immediate Improvements for Summer 2004

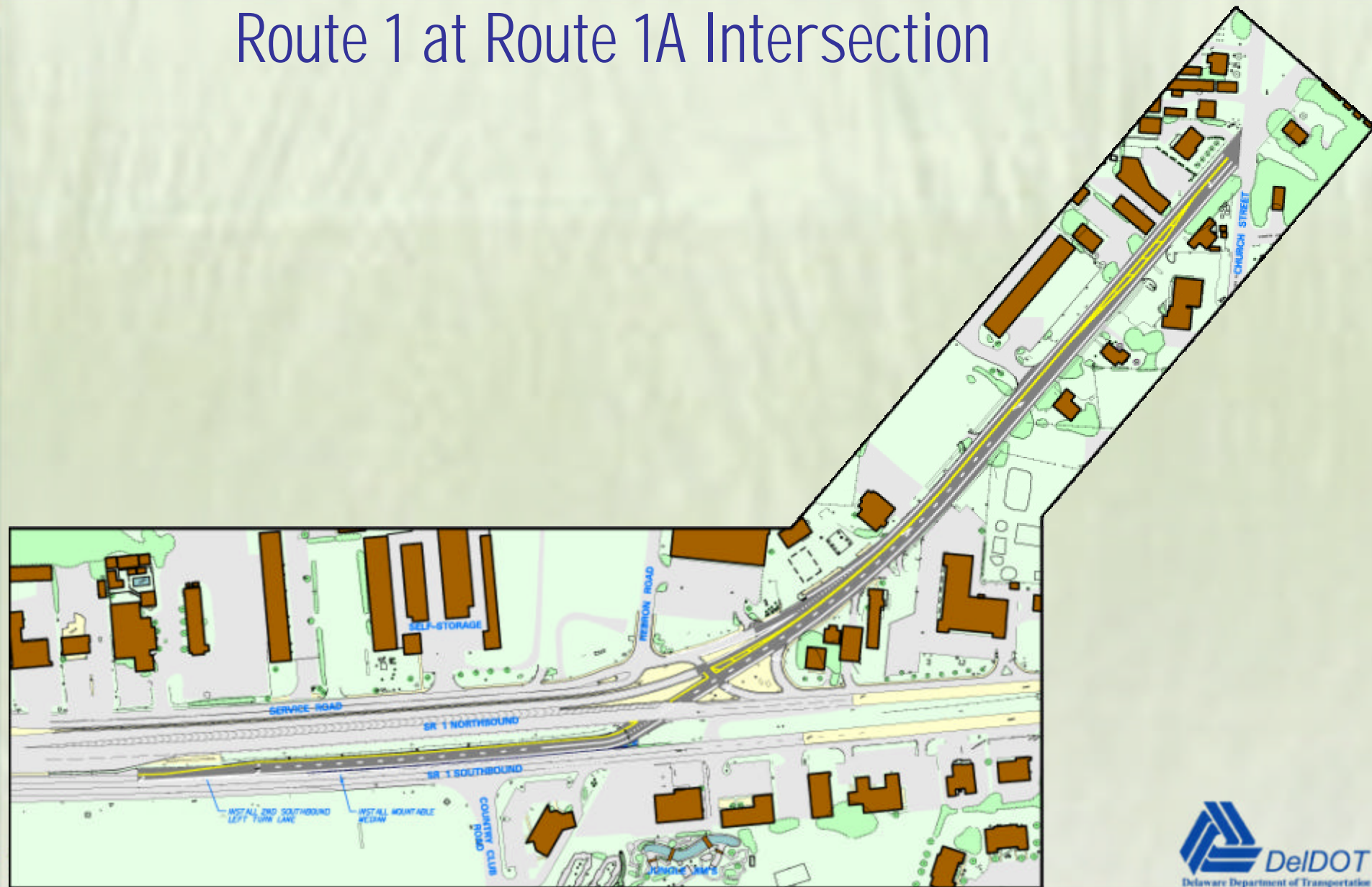
- SR 1 and SR 1A (Rehoboth Ave)
 - Install a double left-turn lane on southbound Route 1 at Route 1A.
 - Create two inbound lanes on Route 1A.
 - Allows the traffic signal to be retimed for more efficient operation, but will not increase the amount of traffic entering Rehoboth Beach.
 - Improvements will use only current DeIDOT right-of-way and will not affect the sycamore trees that line Rehoboth Ave.
 - Improvements will be coordinated with the Rehoboth Beach Streetscape Improvements.
 - On-street parking along Route 1A will be prohibited.

Immediate Improvements for Summer 2004

- SR 1 and SR 1A (Rehoboth Ave)
 - Install a mountable median on southbound Route 1 approaching Route 1A between the through lane and the left-turn lane.
 - Reduces sudden lane changes.
 - Prohibits Country Club Road motorists from weaving across Route 1 to make left-turns at Route 1A.

Immediate Improvements for Summer 2004

Route 1 at Route 1A Intersection



Immediate Improvements for Summer 2004

- Improve roadway signage on Route 1 for Route 1A and Route 1B
 - Provides earlier notification to motorists.
 - Reduces dangerous last minute lane changes.

Immediate Improvements for Summer 2004



Existing



Proposed

Overhead signs on southbound Route 1 at Shuttle Road

Immediate Improvements for Summer 2004

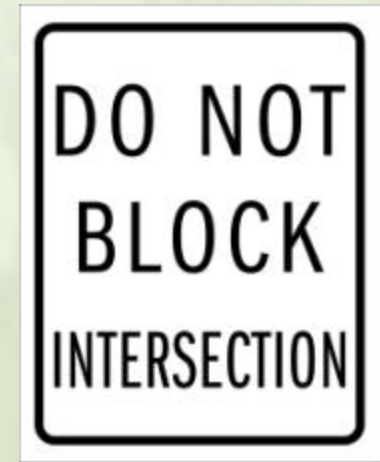
- Prohibit westbound Bus. US 9/ Savannah Road left-turns at Route 1; divert traffic to Wescoats Rd
 - Improves safety and increases capacity at the Five Points intersection by removing a turning movement



Diverted
Travel
Route

Immediate Improvements for Summer 2004

- Install overhead “DO NOT BLOCK INTERSECTION” signs
 - Increases capacity during peak periods when motorists are most likely to block intersections
 - Effectiveness will depend on level of enforcement
 - Locations
 - Southbound SR 1 at Dartmouth Dr
 - Westbound Dartmouth Dr at SR 1
 - Southbound SR 1 at Shuttle Rd
 - Southbound SR 1 at Postal Ln
 - Southbound SR 1 at Five Points



Immediate Improvements for Summer 2004

- Provide a Motorist Assistance Patrol (MAP) truck in the Route 1 corridor on summer weekends
 - Assists at incident scenes
 - Carries fuel, jumper cables, etc. to help clear disabled vehicles more quickly
 - Communicate problems and observations to the Transportation Management Center



Working Group Guidelines (Mtg 1 - Tab 1)

- How We Treat Each Other
- How We Make Recommendations
- How We Communicate with Those Outside The Working Group

How We Treat Each Other (cont.)

- We will be courteous when addressing other members, staff and consultants.
- We will refrain from interrupting each other, staff or consultants.
- We will keep our comments relevant to the topic under discussion.
- Draft materials, plans and reports shared by and among members, staff, and consultants shall be treated as working papers.

How We Treat Each Other

- Each member has an equal right to speak and ask questions. There are no “dumb questions.”
- Each member is encouraged to share individual viewpoints. Individual opinions are valid whether others agree with them or not.
- We will listen to, respect and seek to understand the views of others, particularly those perspectives that differ from our own.
- Disagreements will be explored not suppressed. In some instances, however, disagreements may be discussed outside of meetings so that we are not distracted from achieving the purpose of the meetings.

How We Make Recommendations

- The Working Group will operate by consensus whenever possible. Consensus does not necessarily mean agreement or active support by each member. Those not objecting are not necessarily indicating that they favor the proposal under consideration, but merely that they can “live with it.”
- In the absence of consensus, a super majority of three-quarters (75%) of the members present is required for approval of an action.
- The facilitator will seek the sense of the Working Group on an issue/action. If there is not unanimity and if a clear super majority does not exist, written ballots will be used.

How We Make Recommendations (cont.)

- Members may designate an alternate to attend and participate in discussions in his or her absence. Alternates may vote in the absence of the member, except on the final vote to adopt recommendations.
- The final vote to adopt recommendations will be by super majority. Only members can vote and written "absentee" ballots will be accepted.
- Non-members shall attend meetings as observers and may be invited to offer comments if time allows.

How We Communicate with Those Outside the Working Group

- Ideas discussed within the Working Group should not be presented as representing the position of the group without the agreement of the group.
- When speaking about the work of the Working Group outside of meetings, members are speaking for themselves only unless speaking from approved documents or positions of the Working Group.
- Draft materials, plans and reports shared by and among members, staff and consultants shall be treated as working papers.

Draft Goals and Objectives (Mtg 1 - Tab 8)

The goal of the project is to improve the transportation system for the entrance to Rehoboth Beach. The solutions considered must balance the competing transportation needs, preserve and protect the environmental resources, and accommodate planned growth in the beach area.

Draft Goals and Objectives (cont.)

- **Safety**

- Improve safety for all travelers, including pedestrians, bicyclists, vehicle drivers, and transit riders.
- Improve accessibility for emergency services.
- Accommodate traffic entering and exiting local businesses in a safe manner.

- **Mobility/Congestion**

- Provide improved travel options for residents of surrounding towns, communities and neighborhoods.
- Accommodate both local and through traffic, providing additional connections between properties and communities.
- Reduce traffic congestion by providing additional capacity, where justified.
- Maintain, don't increase, traffic through neighborhoods.

Draft Goals and Objectives (cont.)

- **Land Use Planning**

- Consider future traffic growth due to current and future land development.
- Coordinate transportation improvements with approved land use plans.

- **Aesthetics**

- Enhance visual environment and aesthetics.
- Develop improvements that are consistent with the character of Rehoboth Beach.

- **Natural and Historic Environment**

- Preserve and protect the integrity of natural and historic resources.

Draft Goals and Objectives (cont.)

- **Public Outreach**

- Ensure that a comprehensive public outreach effort is undertaken, including public workshops, meetings with community, business and interest groups, newspaper articles, newsletters, a project web site and other appropriate outreach techniques.
- Provide the opportunity for the solicitation, recording and review of public comments at all public workshops and throughout the process.
- Secure stakeholder input, ideas, suggestions, concerns and solutions before developing engineering solutions (Context Sensitive Approach).
- Present comparable information on each alternative under consideration at public workshops.

Summary of Problems and Solutions Identified by the Working Group (Tab 2)

Similarities to Public Comments

- Listening Tour Interviews
- Public Workshop
- Other Public Outreach Efforts

Key Issues

- Congestion/capacity
- Pedestrian, bicycle and transit needs
- Accessibility/connections
- Roadway signage
- Traffic signals

Working Group Questionnaire Results

What are the top three specific transportation problems that you would like to see addressed as part of the Rehoboth Beach Entrance Improvements project? (5 or more responses)

- Lack of connections between Rehoboth Beach and developments east of Route 1, north of the Canal
- Congestion along SR 1A exiting Rehoboth Beach
- Poor safety/accommodations for pedestrians/bicyclists, especially crossing Route 1
- Congestion at the Route 1 and SR 1A intersection
- Inadequate transit system
- Congestion along SR 1A entering Rehoboth Beach

Working Group Questionnaire Results

What are the top three specific improvement ideas that you would like to see implemented as part of this project that would make you feel that your time invested on the Working Group has been worthwhile? (5 or more responses)

- Build a connection between SR 1A and Hebron Road and/or Holland Glade Road
- Widen/increase capacity of SR 1A
- Improve pedestrian/bicycle access and safety
- Build an overpass at the Route 1 and SR 1A intersection to eliminate the traffic signal

Preliminary Options (Tab 4)

Fatal Flaw Criteria (Tab 4)

An alternative will be dropped from further consideration if it:

- Does not meet applicable State and Federal Design guidelines that protect the safety of transportation users.
- Does not meet the requirements of applicable permitting agencies.
- Is fiscally unrealistic.

Details Not Shown

- Pedestrian/bicycle amenities
- Transit improvements
- Beautification/aesthetic features
- Intersection details
 - Turn Lanes
 - Traffic Control
 - Stop signs
 - Traffic signals
 - Roundabouts

Geographic Areas

- Area A – Route 1 at Route 1A (Rehoboth Avenue)
- Area B – Route 1A (Rehoboth Avenue)
- Area C – North of Route 1A
- Area D – South of Route 1A
- Area E – West Rehoboth to Holland Glade Road
- Area F – North of Holland Glade Road
- Area G – West of Route 1 – Sea Air to Bay Vista Road

Area A – Route 1 at Route 1A (Rehoboth Avenue)

At-Grade

- Option 1: 1 Southbound Left-turn Lane
- Option 2: 2 Southbound Left-turn Lanes
- Option 3: 3 Northbound Through Lanes

Grade-Separated

- Option 4: Northbound Route 1 over Southbound Left-turns
- Option 5: Southbound Left-turns over Northbound Route 1

Area B – Route 1A (Rehoboth Avenue)

- Option 1: 3 Lanes (2 Lanes In, 1 Lane Out)
- Option 2: 3 Lanes (1 Lane In, 1 Lane out, Center Turn Lane)
- Option 3: 3 Lanes (1 Lane In, 1 Lane out, Reversible Center Lane)
- Option 4: 3 Lanes (1 Lane In, 2 Lanes Out)

Area B – Route 1A (Rehoboth Avenue) (cont.)

- Option 5: 2 Lanes in Only
- Option 6: 5 Lanes (2 Lanes in, 2 Lanes out, Center Turn Lane)
- Option 7: New Bridge Across Canal connecting to Church Street

Area C – North of Route 1A

- Option 1: Two-way Connection between Canal Blvd and Hebron Road
- Option 2: Two-way Connection from SR 1A through Suburban Propane, along Canal Blvd and Hebron Rd to Route 1
- Option 3: Two-way connection from SR 1A through properties opposite Atlantic Ave, along Canal Blvd and Hebron Rd to Route 1

Area C – North of Route 1A (cont.)

- Option 4: Two-way connection from SR 1A along Canal Blvd, through DNREC property, through Ames property to SR 1
- Option 5: Two-way connection between Canal Blvd and the Route 1/ Route 1A intersection
- Option 6: One-way outbound connection between Canal Blvd and the Route 1/ Route 1A intersection

Area D – South of Route 1A

- Option 1: New route to Rehoboth Beach along the north side of the Canal
- Option 2: Loop ramp connection to SR 1B
- Option 3: Loop ramp to SR 1B and new route to Route 1A along the south side of the Canal

Area E – West Rehoboth to Holland Glade Road

- Option 1: Connection between Holland Glade Road and West Rehoboth through Futcher Farm property
- Option 2: Connection between Holland Glade Rd and Route 1 through private property
- Option 3: Connection between Holland Glade Rd and Route 1 through DNREC and Ames property

Area F – North of Holland Glade Road

- Option 1: Connection between Holland Glade Road at Futcher Farm property and K-Mart driveway through DNREC property
- Option 2: Connection between Holland Glade Road and K-Mart driveway through Rehoboth Outlets and DNREC property

Area G – West of Route 1 – Sea Air to Bay Vista Rd

- Option 1: Connection between Rehoboth Outlets 2 and Sea Air Avenue
- Option 2: Pedestrian/bicycle overpass over Route 1 connecting Rehoboth Outlets 2 and 3
- Option 3: Bay Vista Road signal removal and intersection improvements

Options That Are Not Shown

- Service roads along Route 1
- Parking garage in Rehoboth Beach
- Color-coded trolley/bus system
- Transportation hub
- Greater promotion of the Park & Ride
- Alternative check-in/check-out times

Combinations of Options ➡ Alternatives

- Not Compatible
 - Redundancy
 - Geometry/Operations
- Compatible

Questions and Discussion

Next Meeting Date and Agenda

Development Activity Map

